

# THE ALABAMA BEEMER



Newsletter of the BMW Motorcycle Owners of Alabama  
BMWMOA Chapter #5/ BMWRA Chapter #107



Volume XXXVII Issue 6

June 2008

## THE GREAT CHICKEN RALLY IS AGAIN A GREAT SUCCESS

Jamie Jackson

The 2008 Great Chicken Rally is now in the history books, although many of the rally workers heads are still spinning from all the activity. Perfectly fitting for the twentieth anniversary of the rally, more pork and chicken was smoked, more pancakes flipped, and more beans were cooked than ever. Enough can not be said in the way of **THANK YOU** to all the volunteer workers that served tirelessly for five days to accomplish this monumental task.

The thing I was most impressed with was the teamwork that was demonstrated with the volunteers, especially the kitchen crew. I saw people stop what they were doing (their job) to pitch in and pick up other duties (not their job) without having to ask questions or need instruction. I never heard "It's not my job" even once during the rally. Thanks to all the volunteers for a job very well done!

### VANCE HARRELSON RECEIVES RUSS SIMPSON AWARD

Jamie Jackson

The Russ Simpson Award is the highest honor bestowed on any club member for their demonstration of conduct, leadership, and spirit of service to the club. The award is traditionally presented at the Huntsville Rally to the person receiving the majority of popular write in votes during the year.

Our Vice-President, Vance Harrelson has indeed demonstrated all those qualities and also is the calming voice when resolving any issues that may arise involving the club.

In addition to all his other duties, this year Vance enthusiastically served as co-chair of the Rally Committee.

Congratulations to Vance as this years recipient of this prestigious award.

### RALLY CHAIRMEN TO BE APPLAUDED

Jamie Jackson

The Rally Committee was co-chaired this year by our President, Connie Reaves, and our Vice-President Vance Harrelson. Most of us never know what happens in those important roles although there is more activity there during the year than we see at the rally.

It is no accident that we have just the right amount of food, equipment, and supplies to stage the rally. The job begins months ahead of time with negotiations for food items (also the reefer truck to keep them), and for everything else from firewood to porta-potties.

Thanks to these behind the scenes people that ensure that our rally will be the top quality rally that has become expected by the attendees.

### IT'S ALL SMOKE AND MIRRORS

Jamie Jackson

Well...maybe not so much mirrors but Larry Camp and Paul Thorne certainly kept the smoke going for four days and nights to cook all the pork and chicken required to feed six hundred plus hungry motorcyclists.

To fully appreciate Paul and Larry's job you must stand for a while in the broiling sun, between the three smokers, wearing aprons and gloves over your clothes. Dehydration comes quickly if a large quantity of liquid is not constantly consumed.

Also to appreciate their efforts, Larry, the twenty year veteran of the smokers, is still recovering from Carple Tunnel surgery in both hands. Paul Thorne stepped up to the task and performed like he has been doing the job forever. Again, thanks to Paul and Larry.

## **ANOTHER JOB WELL DONE!**

Connie Reaves

I have received about a dozen e-mails since the rally simply because my e-mail is linked to the rally contact on our website. I am sure Vance has seen some of them too. We have received so many compliments on our rally this year and the few complaints seemed to revolve around the lack of port a potties in the lower campground area where we had more than usual staying this year. Those complaints were well founded and will be easily taken care of next year.

I just have to say that the willing dedication of our members to come and put in what time they could, and of course to those that are able to come for the whole thing and work continually, is one of the points that one person made a specific reference to. They said they were the rally chairman of another club and that (I quote) "they had so few people that lived up to the commitment of volunteering"...."and that it was clear to them that we all love what we do". That folks, is the face of our club and it's all thanks to all of you who put in the effort and treat folks as if they are our guests, which is exactly what they are. THANK YOU ALL FOR THAT !! It sure does make me proud to be part of this family.

I was really easily sidetracked at the rally, (what's new) so if you did not get your cap and/or shirt for your four/eight/ or more hours worked, please don't take it personal, just let me know and I'll be sure it gets to you. Sometimes you just have to get in my face and stay there when there are so many walking up to me with questions and needs.

There are also still rally shirts available for sale at \$15.00. The color was a nice blue and matched the design imprinted on them really well.

Now the obvious thanks go to the hardest jobs which are the kitchen operations. They are all right out there and it's no mistaking what they do for us. In addition, the door prizes are a major undertaking which requires starting about two months or better in advance; And they also require some of the most patience to handle there AT the rally.

I would like to mention a few other little tidbits that were not as obvious.

I would like to thank Darlene for copying all our ride maps, in color, that were available for our attendees. Those went over better this year than ever before. We had very few left of them.

Pam Rogers amazed me by folding each and every

rally shirt at the sales table into a very precise perfect square and labeled each stack by size. Talk about a 5-minute inventory Monday after the rally. I just have to say a little thanks for that because it made just one more aspect of my job post-rally much easier.

I think Tim McGee's efforts to put together our first ever Vintage Bike Show paid off and it seems that the interest in generated is good cause to make sure we do that again. Bob Steber obviously planned a really good Vintage ride because it was mentioned to me more than once.

OD Wright's GS ride brought them back really smiling. John-Stanley Bonner had the biggest grin of all ! That needs to be a standard every year too.

I don't think Polly Wright ever took more than 10 minutes between working any job that needed a body the entire time she was there. She was at registration, rally shirt, and club shirts, all at various times, and I think she even went and worked the serving line too. Busy little bee that you just can't stop.

Marty Simpson was as usual right on top of things, making sure all stations had the cash boxes they needed, finding me things that were needed in the way of supplies for registration, and taking care of the payments for porta potties, bands, food truck, other supplies, trailer storage location, and a dozen other things that we had to have payments ready for, on delivery. Never mind that yet again she single handedly made 670 something rally packs.

And Barry & Susan Clay really entertained the kids with the Water Balloon launching contest. When they ran out of balloons they started a frog jumping contest with a bag of plastic jumping frogs we had on hand. Kids and Parents were very happy with that bit of Saturday afternoon.

The rally statistics are almost all compiled and we will have those on the website for this year as soon as we get done with the final list of vendors who donated door prizes. We don't want to leave anyone out.

I'm looking forward to the next meeting, except I'm not sure I will be there. Josh is coming back to the states and it's up in the air what days I will be in Texas to meet him and welcome him home. But Mike Harvill and John Stanley Bonner says they will be cooking catfish for us again at Little River State Forest near Atmore. I will probably have to get someone else to handle the reservations too since I may be gone, but look for the e-news that will tell you with whom to make reservations.

## THANK YOU CLUB!

I just want to say that I am honored that the club voted to present me with the 2008 Russ Simpson Award. To be included with the people preceding my name on the award plaque is very special to me.

My goal is to be a small part of the many that work so hard to continue what others have given so much for. A special thank you to Russ, Marty and all the club members past and present. My pledge is to continue to work in a manner for the club that is deserving of this great award which you have bestowed upon me.

Thanks to you all, I am truly grateful!

Vance Harrelson

## THOUGHTS, PRAYERS, AND TIDBITS

Continue to remember Phillip Warren as his mother deals with prolonged illness.

## JULY BIRTHDAYS

1	Jane Wall	14	John Keel	18	Mary Borden
2	Greg Key	15	Bruce Cain	19	Mark Foreman
3	Christopher Perret	15	David Corl	19	William Weaver
3	Ted Thompson	15	Julie Peterson	21	Beth Gregory
5	Jeannine Arnold	16	Bill White	22	Joe Oliver
5	Stephen Smitherman	17	John Holliman	23	Tom Dyer
6	Fred Merrill			24	Paul Orr
7	Carter Hinton			25	Ken Pedigo
8	Bob Daigle			26	John Harper
8	Susan Johns			28	Kay Headrick
9	Jamie Jackson			29	Steven Cooper
10	Bruce Dinoff			29	David Lawrenz
10	Claudia Shar			29	Lori Dendy
13	Martin Benson			30	Phillip Johnson
13	Gary Dubois			31	Greg Weigart
13	Miles Hinton			31	Paul McClain



## WELCOME TO NEW MEMBERS

John Holliman (FOB)	Pelham, AL	Sponsor: Vance Harrelson
William Gordon	Montgomery, AL	Sponsor: Harland Dyer
Charles & Judith Haynes	Guntersville, AL	Sponsor: Rick Jones
Phillip E. Thibodeau	Huntsville, AL	Sponsor: Erik Bahl
Bill Shelton (FOB)	Kaufman, TX	Sponsor: Club
Mike Sandlock (FOB)	Morristown, TN	Sponsor: Club

## GROUP RIDING DYNAMICS

Gary DuBois

For many of us our beginning riding experiences involved group riding. This may have been following a friend, parent or spouse around as they showed us the ropes. Eventually, we ventured out on our own and developed our individual style of riding including good and bad habits. You may still primarily be a solo rider, but eventually you will find yourself riding with a group even if only occasionally.

When group riding, the dynamics of the ride can vary greatly depending on the experience of each rider and each rider's riding style. Because of this each rider needs to shift frames of mind from their individual style to adapt to a group synergy.

Observe a group of Harley riders. It seems they move down the highways like a formation of geese flying over. One bike moves in any direction and every bike moves in time with the previous bike. Signals are consistent with the harmony of the movement.

Now take a group of BMW riders and it seems they may have just linked up randomly as they traveled the byways. Is either style right or wrong? No! It is just how each group rides. I'm not advocating we adapt the Harley methods no more than I would encourage my Harley friends to adapt our loose style of group riding. As a matter of fact I am opposed to a group of twenty or so bikes rolling down the road in one tight formation as I think it is an impediment to other traffic and inconsiderate. However, there are some lessons we can learn from the Harley folks.

Every group ride needs to designate a ride leader. This ride leader needs to set the rules for the ride and to do a briefing before the ride. Things that should be covered in the ride are:

- a. - The proposed route of the ride.
- b. - Lane discipline. The ride formation should be staggered based on the lane selection of the leader. Once you know your place in the formation keep in that portion of the lane either left or right but not the middle unless the road prevents such as obstacles or curves.
- c. - Actions to take in case of separation. Sometimes that will be one rider noticing the separation pulling over and waiting. Sometimes it may mean continuing to ride on that same highway until the next turn or stop. In no case should a rider continue after making a turn until they are assured the following rider makes the turn.

If you are traveling through a really congested area, it may be a good idea to stop before hand and decide on a rally point if riders become separated. It can be returning to a previous point, going to the next point or going to a waypoint if everyone has a GPS. But have a plan. I have been separated from my riding buddy in San Jose, Costa Rica for day and a half and from my brother in The Hague, Netherlands for several hours. Neither experience was nice, and I learned this lesson the hard way.

The ride leader should be familiar with the riding style of most of the riders and adapt the ride pace to accommodate the slowest rider. Pushing passed the comfort level of any rider is inviting disaster.

Remember the ride leader is the leader. If you cannot or will not adapt to his or her rules, then you probably should not be on that particular ride.

Each individual on the ride also has responsibilities. Some of those are:

- a. - Show up for the ride on time. It is inconsiderate to keep others waiting.
- b. - Start the ride with an empty bladder and a full tank of fuel. One of the most aggravating things is to constantly stop for fuel as each rider needs fuel or a bathroom break at different times because everyone did not start with a full tank and empty bladder. You'll spend the day leapfrogging service stations.
- c. - Tell the ride leader your fuel range. He needs to know when to plan his fuel stops.
- d. - When one person stops for fuel, everybody should get fuel. If you don't, again you'll be leapfrogging service stations.
- e. - When at stops take care of your business, that means fuel, get the bike out of the way if you are not immediately leaving (it is inconsiderate of other customers for a group of bikes to occupy all the fuel pumps while the riders are just hanging around), change clothing, clean face shield, etc. Then talk if that is the purpose. Don't lollygag around then decide you need to go to the bathroom or do something else after everyone else is ready to leave. Just my two cents worth, but if you are going to buy a drink, buy one you can recap in case you are not finished when others are ready to roll.
- F. - Maintain your lane discipline with about a two second interval between you and the rider in front of you. This is more than looking pretty. It is a safety factor. The two seconds is the recognized time

for a safe stopping distance. Maintaining your lane discipline gives the rider behind you a place to go if needed.

a. - Avoid riding in the middle of the lane. Taking the middle makes it difficult for those behind you to see what is happening a head of you.

b. - You are responsible for the rider behind you. Observe your mirrors and make sure they made the turn, passed the vehicle, noticed the stops, or that they didn't have problems. If you do not see the following rider, or noticed they made a wrong turn, pull over at the next safe spot. Then the rider in front of you should notice you stopped and so forth until the ride leader notices he has a problem.

c. - Point out obstacles on the road or animals alongside the road, either with a wave of the arm or with a wave of the leg.

d. - Remember you are also a ride leader. You are the leader for the person behind you.

e. - If you see the need to stop unexpectedly try to signal the rider behind you with a hand to alert him of the upcoming stop. Those sudden stops create panic for the ones following. I know in emergency situations you may not be able to signal before hand, but try when possible.

Ride your own ride. Ultimately, you are the one responsible for your safety and comfort zone. Don't let the ride leader nor anyone else pressure you into riding outside your comfort zone. If you are still feeling pressure, then leave this group and ride on your own.

Now for some of my individual preferences when group riding. You may not like them, but this is what you can expect if riding with the Outlaw.

a. - I will maintain lane discipline while slightly moving to the right if I meet traffic while riding to the left of the lane. I just want that extra margin of space in case I need it.

b. - I will ride close behind you but will be off your left or right. I want the space in front of me if I need it.

c. - I pass with a purpose. I roll on the throttle and get around whatever I am passing. This may give the rider behind me an opportunity to also pass at this time. If you casually pass and prevent the following rider a chance to safely pass, you will begin separating the riding formation and eventually everyone will have to stop to regroup.

d. - Once I pass I move to the far right hand of the

lane to give the following rider a place to go in case things get tight when they are passing. I can sort the proper lanes out later. I can't sort out hurt bodies or hurt feelings because I put my friend in a jam. I practice this every time I pass whether there are others behind me or not or even if riding along. I want it to be second nature.

a. - If I am following you and you pass, nine times out of ten I am coming around with you. See previous item. I want a space to go if it tight.

b. - If leading, I will run past turn off spots. Most ride leaders do. Remember the ride leader is not only riding, they are thinking of when the group needs fuel or eats, navigating and watching their mirrors. There's a lot going on in the ride leaders mind. Be patient when navigation errors are made.

When riding on the interstate and I exit then notice a rider behind me did not exit. I expect the rider who did not exit to pull over past the exit ramp if one and wait, or go to the next exit ramp and wait on the ramp. I will find you. Do not go to the next exit and return down to where I exited. If you do I will probably meet you on the interstate. Ask me how I know.

Are my methods the correct ones or the only ones? Of course not, it is just how I ride and what you should expect me to do.

When you leave as a group of friends you should return as friends. I have done several multi-week trips with friends and there have been several incidents that have tried those friendships. Before each trip we have made a rule that we will discuss each potential controversy. If we cannot reach a mutual agreement, we will take a vote if there are more than two of us. Majority rules - no questions or hurt feelings remain. If only two of us or a tie in the vote, we flip a coin. Coin toss wins - no questions or hurt feelings remain. This rule has served my friends and myself well. I know friends on more than one occasion who have separated on a ride into Central America because they could not resolve their differences. Read riders travel logs and you will discover the same thing. Too bad! Good adventures and friendships ending on a sour note.

I'm sure you have your own rules for riding, so let's hear from you. Just remember we all have to compromise a little for successful group riding. If not let's just call it what it is. We are not group-riding, but a group of individuals who happen to be headed in the same general direction.

Be safe and I hope to see many of you participating in our group rides.

## AAA Challenge

Steve Schuckman

If you read this newsletter on a regular basis, I'm sure you are aware of the aborted All Around Alabama Challenge that Gary DuBois, Bob Steber, Tom Gilbert and I attempted on March 14<sup>th</sup> of this year. Gary wrote an article about the ride in our April issue and dubbed it the "Four Fools Ride". I'm pleased to report that our second attempt on May 5<sup>th</sup> and 6<sup>th</sup> turned out much better. I'm not saying that everything went exactly to plan, but we all had a great time and completed the ride within the allotted time. There was a problem with one rider's rear tire and later I'll tell you how a bee in a helmet actually saved us some time.

We had decided to leave Gary's place at six AM on Monday, the same time as our previous attempt. I arrived at around ten till six to find Gary and Bob ready and rarin' to go. The weather was great; not a cloud in the sky. Spirits were high. Tom Arrived about 5 minutes later. We were off on another adventure. Tom and I were on our K1200RS's, Bob was on his K1200LT and Gary was riding his trusty GS.

Gary started out as leader of the pack. He set a spirited but safe pace. It was an ideal day for a ride. Our first stop was in Stevenson for gas, about 110 miles into the trip. Our next gas stop was 153 miles down the road in Ranburne. We barely had our bikes stopped when the lady of the store opened the front door and welcomed us back with an ear to ear smile on her face. This is the same woman who had to follow us around the store mopping up water on our last visit. We weren't sure if she was happy to see us or was just amazed that we had survived the previous attempt and were foolish enough to try it again. We all filled our tanks with 87 Octane, the only grade the station sold and then enjoyed a pizza before we were on the road again.

The ride was going well until we reached Roanoke. We were waiting at a traffic light ready to turn left when I heard Gary shout from behind "PULL FORWARD". I pulled forward a couple of feet thinking Tom and Gary needed a little more space to get into the turn lane and out of harm's way and then I again heard "PULL FORWARD". I obliged and the next thing I heard was "pull into that parking lot". It seems that Tom had noticed my rear tire was alternately flashing black and silver. Examination of my tire revealed that the steel belts were showing through and I could go no further without a new tire. The Metzler Z6 has no tread in the middle when new so it's hard to tell when it's worn out, but I had checked my mileage earlier in the week and

the tire had only 3,000 miles on it. I usually get 4,500 miles on my rear tires. (When I got home I discovered I really had 6,000 miles on the tire and not 3,000. I had made a typo in my spread sheet.) Roanoke has a population of only 6,500 people and the prospect of finding a tire for a BMW K1200RS seemed slim. Gary sprang into action and rode off to find a tire. He returned about 5 minutes later saying one of the locals had told him about a place that services ATV's and had some sport bike tires in stock (Whew! I was saved). We headed for the boon-docks, where the shop was located, with Gary leading. We had gone about 6 miles and were about to give up when on the right hand side of the road appeared "Big Boy's Motorcycle & ATV Repair". We were warmly greeted by the crew. The owner and I headed to the tire room to see what he had in stock. Not only did he have a tire to fit a K1200RS, I had my choice of two different types. I chose the Bridgestone Battlax BT014 tire for \$138.00. In my dire need the shop could have taken advantage of me, but they didn't. They quickly mounted the new tire without putting a single scratch on my rim. We spent a total of 32 minutes at the shop. By the time we arrived back to the place where we had discovered the tire problem, we had wasted 1 hour and 5 minutes. I can't say the guys were pleased with the delay, but I believe they have forgiven me. I still owe them each a beverage or two as my penance.

Our goal was to stay as close to the Alabama border as possible but that didn't always work out as expected. A little South of Mechanicsville we turned onto County Road 333 and it soon turned into a dirt/gravel road. The three sane "K" riders were poking along about 15 - 20 MPH when we heard this ROAR from behind. There was Gary, standing on the pegs of his GS doing about 60 plus MPH. He quickly disappeared around the next corner. Gary's fun didn't last long as we soon discovered that one road would end at the Chattahoochee River and the other where our GPS instructed us to turn ended at a closed gate at what looked to be an overgrown logging trail. Just can't trust those GPS maps. We back-tracked and headed down CR-379 instead.

We very slowly made it through Phenix City and made our way to Shorterville for gas, 184 miles from our previous gas stop. Another 44 miles down the road, we passed Chattahoochee State Park, the ABEES Southeastern Extreme. We rode another 141 miles into Brewton, our last gas stop for the day. We had planned to try to make Gulf Shores on the first day, but it was already 7:20 PM and we were more than 100 from Gulf Shores (thanks to the tire thing) so we decided to stop for the night in Bay Minette.

We arrived in Bay Minette at 8:00 PM and got a room at a Days Inn. Gary asked the woman at the front desk for a good place to eat (His exact words to her were "If I were taking you out to dinner tonight, where would we be going?"). She smiled and said there was a home cookin' place down the road but she thought it may close at around 8:00 or we could go to TGI Fridays. Not wanting to eat at TGIF, we hopped onto our bikes without checking in to our rooms and headed to Street's Seafood Restaurant. They were still open. The woman at the Motel was right; they had great food at a reasonable price. I had a big pile of fried shrimp, fried catfish, freedom fries, salad and a drink for under \$10.00. Our hunger satisfied, we headed back to the hotel and checked into our rooms. Bob, Gary and I decided to enjoy a little conversation and libation while Tom decided to call it a day and hit the sack. We had the door to the room open and we noticed a large yellow Labrador Retriever poking his head in the door. Without entering, he looked around and then plopped down in the doorway just like the owned the place. We later found he belongs to someone in the neighborhood and visits regularly.

On Tuesday, after having a complimentary "Continental Breakfast" (coffee, orange juice and bad pastry) at the motel, we headed out a little before 6:00 AM. We wanted to make sure we arrived at the Mobile Bay Ferry on time. We rode to Flora-Bama, turned around and then headed past the Pink Pony in Gulf Shores, the ABEES Lowest Extreme. We gassed up in Gulf Shores, 133 miles from our last gas stop. We arrived at the ferry at 8:01 AM. We were first in line. The ferry arrived right on time at around 8:45. We immediately boarded the ferry and 35 minutes later, we arrived on Dauphin Island. We talked with a young couple on the ferry riding together on a Harley Sportster. They were a few hundred miles from home. I was impressed that they had traveled that distance on a Sportster until the rider mentioned that they had "trailed" the bike to the area. The scenery of the bay viewed from the ferry was nice and the scenery on the ferry wasn't too bad either (ask Gary about this).

We crossed the bridge and headed North towards Red Bay. We had lunch at The Buffet Bar And Grill in Chatom at around 11:30. They had good fried chicken winglets at the buffet. We stopped in Butler, 182 miles from our last gas stop to fill our tanks. It was decided that I would lead for a while; partly because I had a Valentine V1 radar detector and no tickets for many years. I was running at a spirited pace, possibly a little faster than the group was comfortable with, but I was "in the zone" and thoroughly enjoying myself. Now we get to the bee story. It was warming up so I was riding with the

face shield of my helmet in the up position. I felt something hit the right side of my face, then felt something scratching as in an attempt to get out. I then heard a buzzing sound and knew what was to follow was not going to be pleasant. I started to slow down when "BAM", the little interloper stung me on my right temple. I got the bike stopped, removed my helmet and extracted the now almost dead bee. So how did a bee sting save us time on the trip? I was standing on the side of the road waiting for the rest of the group to arrive. I waited for a minute and still no riders. I then looked down at my GPS and it was saying "make a U-turn when possible". UH-OH - I was having so much fun that I had missed a turn about 3 miles back and I was now in Mississippi. If not for the bee, I may have been in Columbus before I noticed the error of my ways. I headed back at warp speed to find the rest of the guys waiting, and laughing, at the turn-off point. Total time wasted this time was only 8 minutes. I continued to lead but this time I kept the group in sight.

Our next gas stop was in Detroit, 173 miles from our last gas stop for me and little less for the rest of the group. We took the obligatory tour of Coon Dog Cemetery and then headed toward Waterloo with Gary leading. We again encountered some dirt/gravel roads and a detour. Gary plotted an alternate route and we were on our way. We rode some great twisty roads on CR-8. We had hoped to make it to Sonny G's Restaurant in Elkmont by 8:00 PM before it closed. At a stop sign, Gary asked if we had enough gas to make it another 25 miles. I said yes, but not much farther as my reserve light was on. We were bent on getting to get to the restaurant by 8:00. One thing I have learned on this trip is not to get in Gary's way around supertime. He took off like a scalded dog and the rest of us lagged behind. We arrived at the restaurant at 8:00 on the dot, 26 miles since my reserve light came on and 202 miles from our last gas stop. When I filled up I put 4.946 gallons into a supposedly 5.5 gallon tank. We all enjoyed a late supper and headed for home, tired but satisfied (both with our meal and our ride).

All in all we rode 1,313 miles and spent 14 hours per day on the road, with around 11 to 12 hours per day in the saddle. The dead ends and gravel roads just added to the adventure. I want to thank Bob Steber for planning this route and creating the GPS files and Gary for planning and coordinating the ride. I also had the pleasure of getting to know Bob, Gary and Tom a little better. In Gary's article about our first attempt he *sarcastically* stated "*Don't many folks like Steve and Tom have such good friends as Bob and myself to invite them on such nice little rides!*" This time I can (Cont. page 8)

(From page 7) sincerely say that "Not many folks like Tom and I have such good friends as Bob and Gary to invite them on such nice little rides!" I thoroughly enjoyed the ride and the company.

Bob has modified the GPS files to eliminate the dead ends and most of the dirt roads. If you had downloaded a copy before our ride, please visit our web site to get the corrected copy. I encourage you all to make the trip, even if you don't want to attempt it in less than 48 hours. Just make sure you properly check your tires before you leave.



### **NON-MEETING GET-TOGETHERS AROUND THE STATE**

#### **Birmingham**

Diplomat Deli - Each Thursday evening the Birmingham folks are meeting at a new location called the Diplomat Deli which is located at 1413 Montgomery Highway, Vestavia Hills which is in the same shopping center as Pier 1 near the Bruster's Ice Cream. The food is excellent, the service is unsurpassed and they have the largest selection of beer of any place in the state. They also boast of over 500 different wines. Arrivals begin from about 5 to 5:30 PM and stay till about 7:30 to 8 PM.

#### **Huntsville**

The Huntsville crowd currently meets at 6:00 pm each Friday night at West End Grill off of Madison Pike just east of Research Park Blvd (This change is due to the recent closing of the Green Hills Grill). Stop by for food and conversation.

#### **Montgomery**

Flip's Uptown Grill

The monthly Montgomery, Alabama area breakfast (and possible ride) is the second Saturday of each month, at Flip's Uptown Grill in the Sturbridge Shopping Center at the corner of Vaughn Road and Taylor Road. We will meet for breakfast at 8am and those who choose to ride afterwards can plan to do so at that time. All brands of motorcycles and cars welcome. drive whatcha got. Flip's has a complete made-to-order breakfast menu. Bring bucks and come hungry!

#### **Robertsdale (South Alabama)**

The Oasis Truck Stop

Saturday mornings at the Oasis Truck Stop at Wilcox Rd Exit I-10 about half way between Mobile and Pensacola, every Sat. morning. Riders are usually there from about 7:30am until 9- 9:30. Rides are concocted for afterwards. Contact John at [joh-nart1@aol.com](mailto:joh-nart1@aol.com) for details

### **JUNE CLUB MEETING TO BE AT LITTLE RIVER STATE FOREST**

The meeting and campout for June will be hosted by the Bonner family, Mike Harvill, Sam Peacock, and friends at Little River State Forest, near Atmore, Alabama.

Although the menu has not yet been established, maybe we will be fortunate enough to enjoys some more of the Bonner's fried catfish and fixin's.

Connie will be posting more information on this through the club e-news as the date nears.



## ABEES NEWS YOU CAN USE

Bob Steber

We are going to repeat last year's Great River Run to Little River Forest on Friday, the 27<sup>th</sup> of June. Our ride will take us through Selma to Old Cahawba where the scenic Cahaba River flows into the Alabama, then southwest to Gee's Bend. There we will visit the Gee's Bend Quilt University and cross the Alabama on the Gee's Bend Ferry to Camden for lunch at either Uncle Redd's Soul Food and BBQ or Jackson's for great fried chicken. The two eateries are across the street from each other, so it will be your choice. We will get fuel at the BP while in Camden also. From Camden we will continue southwest to the little Davis Ferry for another exciting ferry crossing of the Alabama, then on to Little River Forest. Along the way we will ride good backroads to Monroeville to see the old Monroe County Courthouse of "To Kill a Mockingbird" fame.

The meeting place to begin the ride is the Alabaster Chevron at Exit 238 - I 65, coordinates: N33 13.942 W86 48.591. The ride distance is 212 miles and will take 6 to 7 hours depending on stops along the way and we will check off 15 ABEES points. Please be suited up and ready to roll with a full tank of fuel and an empty bladder at 8:30 am. There is a Waffle House adjacent to the Chevron for folks wanting to have an early breakfast prior to departure.

## CLUB RIDE - JUNE 7th

Gary Dubois

Date: June 7; Depart Time 9:00am; Meeting Place: Natural Bridge Restaurant just south of US278 ride captain: Paul Thorne. The ride will be approximately 250 miles through NW Alabama and NE Mississippi. Meet early for breakfast.



## BMW MOTORCYCLE OWNERS OF ALABAMA MEMBERSHIP APPLICATION / RENEWAL FORM

Date: \_\_\_\_/\_\_\_\_/2008

NEW \_\_\_ RENEW \_\_\_ UPDATE \_\_\_

Sponsored by \_\_\_\_\_

Primary Member: \_\_\_\_\_ DOB: \_\_\_\_\_

Secondary Member: \_\_\_\_\_ DOB: \_\_\_\_\_

Address: \_\_\_\_\_ Apt# \_\_\_\_\_

City: \_\_\_\_\_ State: \_\_\_\_\_ Zip: \_\_\_\_\_

Home Phone: \_\_\_\_\_ Work Phone: \_\_\_\_\_ Cell Phone: \_\_\_\_\_

E-Mail: \_\_\_\_\_ FAX: \_\_\_\_\_

Year / Model BMW(s) : \_\_\_\_\_

Circle those that apply: MOA Member RA Member Airheads Member Oilheads Member AMA Member

Dues are \$20.00 per year for primary and \$3.00 per year for secondary members. Make check payable to:

BMW M/C Owners of Alabama. Mail application with check to: Marty Simpson, 10010 Torino Drive, Huntsville, AL 35803

## **BMWMOAL AT THE RACES**

Lenn Rainwater

We had a great group of people volunteer at the AMA races on April 22-24. I was in charge of Race Control Security for the Paddock Club and Media so that is what most of our group did. Others were involved with Paddock Credentials, Volunteer Check-in, and Sponsor Hospitality. Everyone I talked with said they really enjoyed it and would do it again.

Thanks to the following people who were super volunteers: Barry Clay, Bob Foley, Randy Hardy, Margaret Hoffman, Kevin Louie, Susan Galpin, Ken and Andrea Pedigo, Connie Reaves, and Steve Sanders, Terese Stevens, and Joan Ware.

Several people from out of town were camped in the campground there in the Park. On Saturday evening, we gathered there to share our experiences of the day, some of which were quite interesting.

Next year, we hope to have our own BMW compound at the campground and on the hillside by the track during the day so we can enjoy the weekend even more.

Thanks again everyone.

---

## **MAY 10th CLUB RIDE**

Lenn Rainwater

We had 5 bikes and 7 people on a glorious Saturday. Our group included Bob "I'll ride anywhere anytime" Steber, Paul and Brenda McBrayer, Charles Binder on his Triumph, and Michael Waybright and his girlfriend Bethany.

Our first stop was at Kymulga Grist Mill, where we got a private tour of how the mill worked. Okay, so we were the only ones there that day. It was fascinating how the corn and wheat were processed. We left there and stopped by Dr. Strickland's 1858 pre-civil war home in Alpine. Then a quick stop at Alpine Baptist Church built in 1872.

Continuing on the easy sweeping, back roads, we rode to the Covered Bridge at Waldo. A quick stop and back on our way to the western part of the Talladega National Forest. More smooth, easy, curvy roads. County Road 12 on our route was closed so we detoured, which cut out the Blue Ridge Rd that

was going to be challenging trying to avoid the potholes. We stopped in Ashland at the courthouse and then on the Miss Anita's for lunch in Lineville. It was one of the best lunches at very good price - \$6 for meat, and two with tea and buttermilk pie. Yuu -uh -um!

We then rode up one of the best curvy roads in the state - H'way 49 to Cheaha, and then down to the lookout on the Skyway Motorway - Alabama's Cherahala. It is a fabulous road with no traffic and great curves. We turned around and rode it back to Cheaha to take in the Tower at Cheaha. After Cheaha, we took 281 all the way to the end to H'way 78. From there, we went to Heflin to see the courthouse and then ended with milkshakes at Pop's.

Bob left to go get more ABEES points, Mike and Bethany were going to test ride a new bike, Charles headed to 29 Dreams, and the rest of us headed home.

We couldn't have had a better day for a ride. The weather was perfect and so many things were in bloom. We had some very good riders who were also fun people to ride with.



## ABEES POINTS SUBMITTED TO DATE

Name	Total Tickets Earned	Restaurants & Points of Interest	Favorite Roads & Rides	Total ABEES Check Offs	Total ABEES Tickets Earned	Total Bonus Tickets
Gary Dubois	33.85	162	12	177	8.9	25
Bob Steber	32.25	145	15	165	8.3	24
Martin Benson	29.15	250	12	263	13.2	16
Steve Schuckman	18.90	32	5	38	1.9	17
Vance Harrelson	7.15	57	2	63	3.2	4
Gary Williams	7.00	30	6	40	2.0	5
David Smith	4.30	23	1	26	1.3	3
Paul McBrayer	4.25	44	0	45	2.3	2
Angie Dubois	3.50	27	1	30	1.5	2
Lenn Rainwater	3.05	18	1	21	1.1	2
Jim Dubick	2.30	23	2	26	1.3	1
Paul Orr	2.05	19	1	21	1.1	1

### New Entries - 2008 ABEES TOURING GUIDE ADDENDUM

**Please go to our website ([www.BMWMOAL.org](http://www.BMWMOAL.org)) > ABEES TOURING GUIDE > 2008 ADDENDUM for the complete addendum listing and more details.**

#### Restaurant & POI Additions

City	Place	Description
Alabaster (Saginaw)	Lou's Bakery	Moved from Greensboro
		Moved from Greensboro
		Moved from Greensboro
		Moved from Greensboro
Birmingham	Vulcan Park & Museum	Largest cast iron statue in the world.
Carns	Yard Art	Whimsical painted boulders.
Cedar Bluff	Cornwall Furnace	Built in 1862 to supply the Confederacy with iron.
Centreville	Twix and Tween	BBQ and home made pies
Eufaula	Barbour County	Courthouse. 303 E. Broad
Linden	Old Marengo County Court House	Constructed in 1848 served as the seat of county government until 1903.
Pickensville	Down Yonder	They make killer "Pig Salads"

#### Deletions

Ashland	Let's Eat	Out of business
Clanton	Winery on Main	Out of Business
Dothan	Garland House	Out of Business
Greensboro	Lou's Bakery	Moved to Alabaster
Luvurne	Lawhorn's	Out of Business

#### Favorite Motorcycling Roads & Ride Additions

Route #	Name
---------	------

# BMW Motorcycle Owners of Alabama

c/o Jamie Jackson - Editor  
1308 Stonecrest Drive  
Birmingham, AL 35235  
jamiejackson@bellsouth.net

**Dedicated to safe and enjoyable motorcycling**



**Please visit the BMWMOAL web site at [www.bmwmoal.org](http://www.bmwmoal.org) and register. Log on and see what members are saying about club activities. The site is user friendly and the newsletter is in color.**

## **Club Sponsored Events With Meetings**

Jun 28 - 29 Little River St. Forest - Atmore, AL  
Jul 26 - 27 Guntersville Park - Guntersville, AL  
Aug 30 - 31 Blue Ridge MC Cmpgrnd - Cruso, NC  
Sep 27 - 28 Shell Mound Campground  
Nickajack Dam - Jasper, TN  
Oct 25 - 26 Waggoners RibFest - Centerville, TN  
Dec 13 Christmas party , Guntersville State  
Park Lodge - Guntersville, AL

## **Other Events of Interest**

June 20-22 Missouri State BMW Rally, Crane, MO  
Springfield BMW Road Riders  
Jul 17 - 19 BMWMOA Int'nl Rally, Gillette WY  
July 24-27 Top O the Rockies, Paonia, CO  
BMW MC of Colorado  
Aug 28 - 30 Curve Cowboy Reunion Midway, Utah